

Appl. No. 10/686,105  
Response dated December 7, 2004  
Reply to Office Action of September 9, 2004

### REMARKS

Applicant has carefully reviewed the pending Office Action. Favorable reconsideration is respectfully requested in light of the following comments.

Applicant respectfully traverses the Examiner's rejection of claims 1-11 under 35 U.S.C. §102(e) as anticipated by Ghabra et al., U.S. Patent Publication No. 2003/0179085. In order to anticipate, the cited reference must disclose each and every claimed element. Ghabra et al. fail to do so.

In particular, independent claim 1 recites a transceiver that transmits a request signal and several transponders (one in each tire) that receive the request signal. In response to receiving a request signal, each transponder detects a tire status (such as air pressure) and then generates and transmits transponder data including the tire status to the transceiver. The frequency, or number of request signals per unit time, that the transceiver generates and transmits the request signal is dependent upon vehicle speed. As the vehicle speed increases, the number of request signals generated per unit time also increases.

In particular, the transceiver generates request signals at a rate that increases with increasing vehicle speed. In response to each request signal, the transponders located in each tire detect a tire status and report the tire status back to the transceiver. The transponders detect and report tire status once per each request signal generated. Ghabra et al. do not disclose this feature.

Rather, Ghabra et al. describes a system that includes a controller and several tire monitors that include transmitters. The controller transmits initiation signals to the tire monitors. As noted in paragraph [0037] of Ghabra et al., the initiation signals may include instructions instructing the transmitters (within the tire monitors) to transmit tire pressure signals at a rate that increases with increasing vehicle speed. Ghabra et al. appear to describe a controller that can instruct the tire monitors to independently detect and transmit tire pressure signals a plurality of times at a rate that increases with increasing vehicle speed in response to a single instruction signal from the controller.

This contrasts with the presently claimed invention, which requires that the transponders (in each tire) detect and report tire status in response to each request signal. Ghabra et al. fail to disclose this claimed feature and thus cannot be considered as anticipating claim 1. Claims 2-8

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depend from claim 1 and add additional limitations. Claim 9 (and claims 10-11 depending therefrom) describe method steps that, as with claim 1, require that the transponders detect and report tire status in response to each request signal. Claims 1-11 are indeed patentable over Ghabra et al. Favorable reconsideration is respectfully requested.

Reexamination and reconsideration are respectfully requested. It is respectfully submitted that all pending claims are now in condition for allowance. Issuance of a Notice of Allowance in due course is requested. If a telephone conference might be of assistance, please contact the undersigned attorney at (612) 677-9050.

Respectfully submitted,

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By his Attorney,

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